



JOBS-HOUSING BALANCE RESOURCES

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JOBS-HOUSING BALANCE RESOURCES

Issues related to the spatial relationship between the location of jobs and housing have posed a persistent planning challenge for some time. This bibliography includes the work of researchers and planning practitioners in tackling these issues which are found to defy “one-size-fits-all” prescriptions. Planning for and attaining an adequate supply of housing located within a reasonable commute distance of compatible employment opportunities for the workforce involves complex relationships.

The difficulty of measurement issues was noted some time ago by Robert Cervero (1996): “qualitative mismatches, such as between worker earnings and housing prices, are more of a barrier to balanced growth than are quantitative mismatches.” The 2005 final report on the California Integrated Regional Partnership Program, identified a host of factors involved in measurement -- different types and causes of jobs-housing imbalance, defining relevant geographic boundaries, the inevitability of growing traffic congestion in high growth areas, the complex nature of household location choices, differing development patterns among neighboring regions, and the difficulty of coordinating land-use and transportation among multiple entities within and between regions. In 2008, the California Planning Roundtable’s opined that shorter work commutes or fewer cars on the road are not likely to result from improved jobs and housing relationships if attainment depends solely on the actions of local government. Evaluation of the affordability of housing and transportation costs together has been an evolving focus.

NOTE: Resources in this bibliography are organized chronologically with the most recently published listed first. Employer-assisted housing publications are marked with **.

Visit HCD web site for link to this bibliography at:

<http://www.hcd.ca.gov/hpd/jobshousing.pdf>

Other HCD bibliographies, including related subjects of Transit-Oriented Development and Urban Development Patterns, are available at:

<http://www.hcd.ca.gov/hpd/biblio.html>

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2008

THE AFFORDABILITY INDEX TOOLBOX: A new tool for measuring the true affordability of housing choices, and other tools to promote affordability / Los Angeles, CA: Southern California Association of Governments (SCAG) Compass Blueprint Demonstration Project Program, 2008, 33 p.

Available full text via the World Wide Web:

http://www.compassblueprint.org/files/htai_toolbox.pdf

This is “a tool that could also be used to demonstrate the importance of building compact higher density mixed-income housing in walkable, mixed-use neighborhoods near transit. The affordability index combines the sum of housing costs plus transportation costs for a neighborhood or for a region, and divides it by income. In the simplified formula, total housing costs include current housing sales prices and rents, and total transportation costs equal the sum of the costs for auto ownership, auto use and transit. The affordability index helps to redefine the notion of affordability as not just housing costs but housing costs plus transportation costs. This is important because people tend to discount the high cost of transportation: While the cost of housing is well-defined as the monthly rent or mortgage payment, transportation costs are disaggregated into separate payments for insurance, repairs, tires and gas.” - (p. 4)

DECONSTRUCTING JOBS-HOUSING BALANCE / Sacramento, CA: California Planning Roundtable, 2008, 16 p.

Available full text via the World Wide Web:

http://www.cproundtable.org/media/uploads/pub_files/CPR-Jobs-Housing.pdf

“The published material on jobs-housing balance to date has focused on scholarly analysis. What has been missing, in our opinion, is a summary for the practitioner that outlines both the objectives to be achieved and the strengths and shortcomings of the various methods that have been analyzed. Practitioners need to be able to advise their public officials and the public as to what a “balance” can be expected to achieve and whether it would be worth the pursuit....In this paper, we have tried to simplify the explanations of the various approaches and show the pitfalls of the methodologies. We also highlight the fallacy of assuming that a hypothetical match of the number of jobs and housing or employed residents will, by itself, meet the desired objectives. The conclusion of this paper is that working toward jobs-housing balance may be a desirable element of a strategy to reduce peak period congestion, but it is only one of a number of transportation and land use policies and strategies that must be pursued.” - (p. 3)

HOUSING + TRANSPORTATION AFFORDABILITY INDEX / Chicago, IL: Center for Neighborhood Technology, 2008. (Web site)

Available full text via the World Wide Web:

<http://htaindex.cnt.org/>

The Housing + Transportation Affordability Index, developed by the Center for Neighborhood Technology (CNT) and its collaborative partners, the Center for Transit Oriented Development (CTOD), is a tool that measures the affordability of housing inclusive of transportation costs. The Housing + Transportation Affordability Index takes into account not just the cost of housing, but also the intrinsic value of place, as quantified through transportation costs. This work is a project of the Brookings Institution's Urban Markets Initiative, and includes modeling of neighborhood-level data for 52 different metropolitan areas with results available through an interactive mapping website.

JOBS-HOUSING BALANCE RESOURCES

2008 – cont'd.

BETTER COORDINATION OF TRANSPORTATION AND HOUSING PROGRAMS TO PROMOTE AFFORDABLE HOUSING NEAR TRANSIT / Washington, DC: U.S.

Department of Housing and Urban Development, 2008, 13 p.

Available full text via the World Wide Web:

http://www.huduser.org/Publications/pdf/better_coordination.pdf

This report outlines strategies developed by the two federal agencies, the Federal Transit Authority (FTA) and the Department of Housing and Urban Development (HUD), to continue and expand coordination in the area of mixed-income and affordable housing near transit over a three-year period (FY 2008 -FY 2010). The report responds to the Joint Explanatory Statement issued by the House-Senate Conference Committee with the FY 2008 Consolidated Appropriations Act, in which FTA and HUD were directed to collaborate on a best practices manual for this objective.

PAYCHECK TO PAYCHECK: Wages and the cost of housing in America /

Washington, DC: Center for Housing Policy, 2008. (Database)

Available via the World Wide Web:

<http://www.nhc.org/chp/p2p/>

"In this revised and updated version of its online, interactive database *Paycheck to Paycheck*, the Center for Housing Policy presents wage information for more than 60 occupations and home prices and rents for nearly 200 metropolitan areas. *Paycheck to Paycheck* utilizes consistent measures of wages and housing costs so you can: see how workers in your metropolitan area are faring in the housing market; view the big picture for housing affordability for working families in various occupations across the country..."

PROJECTIONS – 2009: What if? San Francisco Bay Area -- draft alternative growth scenarios – to 2035 / Oakland, CA: Association of Bay Area Governments (ABAG), 2008, 77 p.

Available via the World Wide Web:

<http://www.abag.ca.gov/rss/pdfs/whatif.pdf>

"The Bay Area is at a crossroads. Many communities recognize the need for smart growth during the next twenty-five years and beyond. We know that carbon emissions must decrease and transportation options must increase. All of us agree that automobile usage ought to be curbed. While we have known these inconvenient truths for some time, our efforts still place the Bay Area at a crossroads between focused and scattered efforts to grow smarter. This document is designed to illuminate these two paths. Simply, will the Bay Area tolerate Scattered Success or forge a Focused Future?" - (p. i)

WORKFORCE HOUSING SCORECARD FOR LOS ANGELES / Walrod, Wallace, et al.

-- Los Angeles, CA: Los Angeles Business Council, 2008, 30 p.

Available full text via the World Wide Web:

http://www.labusinesscouncil.org/online_documents/2008/808014_LABC_PROGRAM_RS.pdf

"The Scorecard ranks 88 Los Angeles County cities and the 7 Area Planning Commissions of the City of Los Angeles according to a cumulative score derived from four key measures: 1. Total job growth — Cities are rewarded for promoting job growth; 2. Total housing growth — Cities are rewarded for promoting housing growth; 3. Jobs to housing ratio — Cities are rewarded for past and future balanced jobs/housing growth; and 4. Change in housing density — Cities are rewarded who have inclusive housing policies; those that are less hospitable are penalized."

JOBS-HOUSING BALANCE RESOURCES

2008 – cont'd.

DEVELOPMENT OF A SPATIAL DISSIMILARITY-BASED INDEX OF JOBSHOUSING BALANCE / Marion, Bernadette M; Horner, Mark W. -- Washington, DC: Transportation Research Board, 2008, 20 p. (Conference paper)

Available for purchase via the World Wide Web:

<http://pubsindex.trb.org/document/view/default.asp?lbid=848933>

“Current measures of jobs-housing balance, such as ratio analyses or theoretical minimum commutes, are limited. They fail to capture either the multidimensional opportunities for spatial interaction or the differential accessibilities to employment, given realistic commuting options. A more comprehensive view of spatiality in jobs-housing balance may be achieved by considering measures of spatial separation, such as those used in analyses of segregation patterns. The purpose of this study is to extend segregation measures for use in analyzing residential-workplace separation. A new index is designed that incorporates distance-decay concepts from research in location based accessibility....”

WESTSIDE WORKFORCE HOUSING STUDY / Westside Cities Working Group -- Los Angeles, CA: Southern California Association of Governments (SCAG), 2008, 108 p. Available full text via the World Wide Web:

http://www.scag.ca.gov/Housing/pdfs/trends/WestsideWorkforceHousingStudy_111908.pdf

“....Households with workers employed in many industries have faced increased challenges in affording their housing costs. Households have often solved this challenge by choosing less expensive housing in distant communities and creating lengthy daily commute trips to work, which in turn result in increased air pollution and greenhouse gas emissions, decreased worker productivity, and a host of negative quality - of - life impacts for commuter households.This study examines regional workforce housing needs and potential housing strategies to reduce Vehicle Miles Traveled (VMTs) by commuters to employment centers on the Westside of Los Angeles. The concept underlying this Westside Workforce Housing Study is to create an analytical framework and set of strategic actions which can be collectively implemented to address the issue of workforce housing and build partnerships with area policy makers, local governments, and employers.” - (p. 1)

WORKFORCE HOUSING IN THE WEST: Opportunities and challenges in a time of change / Los Angeles, CA: Urban Land Institute, Center for Balanced Development in the West, 2008, 36 p.

Available full text via the World Wide Web:

<http://www.uli.org/~media/Documents/ResearchAndPublications/CenterfortheWest/Reports/ULIWorkforceHousing.ashx>

“With the backdrop of a rapidly changing housing market, rising energy prices, and concerns over global warming, a group of workforce housing experts met in Boulder, Colorado, in April 2008 to make sense of the changing times and determine what it all means for the production and preservation of workforce housing. At the time of the forum, home prices were dropping in many markets but not enough to address the affordability problem; foreclosures were up in most communities, ending the dream of homeownership for many; and energy prices had spiked to record highs. ...This report captures the findings of the forum in Boulder....The report concludes with some of the innovative solutions being implemented in the West....” - (p. 3)

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2007

CALIFORNIA'S JOBS-HOUSING BALANCE INCENTIVE GRANT PROGRAM: Final report to the Legislature / Sacramento, CA: California Department of Housing and Community Development, Division of Housing Policy Development, 2007, 31 p.

Available full text via the World Wide Web:

http://www.hcd.ca.gov/fa/jhbig/jhb_rept_legis1007.pdf

"The Jobs-Housing Balance Incentive Grant (JHB) Program administered by the Department of Housing and Community Development was initially created through Chapter 80, Statutes of 2000 (AB 2864, Torlakson), the Job Housing Balance Initiative, for 2000-01. The Program was later revised with the passage of Proposition 46, the Housing and Emergency Shelter Trust Fund Act of 2002, with enacting legislation contained in Chapter 482, Statutes of 2002 (SB 423, Torlakson). The JHB Program provided \$25 million in grant funding to eligible cities and counties with documented increases in housing production during the 2001 calendar year....The JHB Program worked in partnership with local governments statewide to increase the housing supply and fund the critical need for a variety of capital asset projects at the local level." - (p. 1)

****EMPLOYER-ASSISTED HOUSING** / Oakland, CA: PolicyLink, 2007. (Web site)

Available via the World Wide Web:

<http://www.policylink.org/EDTK/EAH/>

"Employer-assisted housing refers to any housing program—rental or homeownership—that is financed or in some way assisted by an employer. EAH is a flexible tool that can be tailored to work in different community contexts and to support various equitable development goals. Most EAH programs help employees purchase homes—often near their workplace. They can also provide rental assistance or increase the amount of housing in the surrounding community that is affordable for an employer's workers. EAH is a "double bottom line" strategy: It helps working families secure affordable housing near their workplaces—oftentimes helping them purchase their first home (a step toward building equity and financial assets)—while helping employers find and keep qualified workers, improve community relations, and revitalize neighborhoods."

****UNDERSTANDING EMPLOYER ASSISTED HOUSING: A guidebook for employers**

/ Homes for Working Families / Metropolitan Planning Council -- Washington, DC:

Homes for Working Families, 2007, 48 p.

Available full text via the World Wide Web:

<http://www.msgcrc.com/pdfs/UnderstandingEmployerAssistedHousing.pdf>

"Employer-assisted housing (EAH) is a term used to describe a variety of housing benefits employers can offer to help their workforce afford homes. An EAH program can be a cost effective way to help improve employee recruitment, retention, productivity and morale, thereby improving the employer's bottom line. Originally conceived as a tool for recruiting senior executives, many companies now offer some type of housing assistance across their pool of employees. This trend is driven by factors affecting employees such as the persistent disparity between home costs and wages, long and costly commutes, and the desire to achieve an improved work-life balance. For employers, ongoing and anticipated challenges in hiring and retaining workers, and the desire to increase employee productivity and morale, make EAH programs attractive. Many companies adopt EAH programs that enable employees to live closer to the workplace." - (p. 2)

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2007 – cont'd.

WORKFORCE HOUSING SCORECARD: 2007 inaugural edition / Irvine, CA: Orange County Business Council, 2007, 39 p.

Available full text via the World Wide Web:

<http://www.ocbc.org/documents/HousingScorecard2007-Final.pdf>

"This report casts a county-wide overview of the balance of jobs to housing in Orange County, as well as a breakdown by city. Because each city plays a critical role as a land use decision maker in the supply and affordability story, the Scorecard evaluates each Orange County city on several important criteria, including: total job growth; total housing growth; and job growth as a percentage of county job growth, and changes in density. Cities are ranked in a composite scoring of their performance on the aforementioned criteria, both historically (1991–2005) and looking forward (2005–2030), allowing for comparisons of cities. This exercise establishes an important baseline from which cities—and their residents, elected officials, and business leaders—can increase future supply and affordability in line with their workforce demand." - (p. 2)

2006

THE AFFORDABILITY INDEX: A new tool for measuring the true affordability of a housing choice / Center for Transit-Oriented Development; Center for Neighborhood Technology -- Washington, DC: The Brookings Institution, 2006, 24 p.

Available full text via the World Wide Web

http://www.brookings.edu/reports/2006/01_affordability_index.aspx

"This brief describes an information tool developed by the Urban Markets Initiative to quantify, for the first time, the impact of transportation costs on the affordability of housing choices. This brief explains the background, creation, and purpose of this new tool. The first section provides a project overview and a short summary of the method used to create the Affordability Index and results from testing the index in Minneapolis-St. Paul, MN. To demonstrate the usefulness of this tool at a neighborhood level, the third section projects the effect of transportation and housing choices on three hypothetical low- and moderate-income families in each of four different neighborhoods in the Twin Cities. The brief concludes with suggested policy recommendations and applications of the new tool for various actors in the housing market, and for regulators, planners, and funders in the transportation and land use arenas...."

MAKING THE CONNECTION: TOD and jobs / Grady, Sarah; LeRoy, Greg -- Washington, DC: Good Jobs First, March 2006, 116 p.

Available full text via the World Wide Web:

<http://www.goodjobsfirst.org/pdf/makingtheconnection.pdf>

"We look at the ways Transit-oriented development (TOD) can serve the needs of working families—particularly those with low and moderate income—by providing affordable housing and/or better access to jobs. This is done through an examination of 25 TOD projects around the country that to varying degrees meet the housing and employment needs of those with limited means. TOD projects, by definition, improve transit options, in two senses. The housing components of such projects give residents easy access to trains, streetcars and buses for commuting to work elsewhere. The commercial components create jobs that people living in other places can more easily reach by public transportation." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2006 – cont'd.

A HEAVY LOAD: The combined housing and transportation burdens of working families / Lipman, Barbara J. -- Washington, DC: Center for Housing Policy, October 2006, 21 p.

Available full text via the World Wide Web:

http://www.nhc.org/pdf/pub_heavy_load_10_06.pdf

"Housing and transportation are the two largest expenses for most households in the 28 metropolitan areas in this study....We know from our prior studies that there is a clear trade off between the housing and transportation expenses of Working Families. Families that spend more than half of their total household expenditures on housing put 7.5 percent of their budget towards transportation. By contrast, families that spend 30 percent or less of their total budget on housing spend nearly one-quarter of their budget on transportation — three times as much as those in less affordable housing. Our new study seeks to "get behind" this national figure and better understand how the combined housing and transportation burdens of Working Families vary from one metropolitan area to another, as well as along other key dimensions of "place." - (p. 1)

HOUSING & TRANSPORTATION COST TRADE OFFS AND BURDENS OF WORKING HOUSEHOLDS IN 28 METROS

/ Haas, Peter M.; Makarewicz, Carrie; Benedict, Albert; Sanchez, Thomas W., et al. -- Chicago, IL: Center for Neighborhood Technology, 2006, 197 p.

Available full text via the World Wide Web:

<http://www.cnt.org/repository/H-T-Tradeoffs-for-Working-Families-n-28-Metros-FULL.pdf>

This study examines neighborhood housing and transportation choices available to working households in 28 U.S. metropolitan areas. The study examines the relationship between metro areas with the highest housing and transportation costs in relation to working family incomes. The results indicate that a number of factors cause high housing and transportation costs, and in regions where there are either a few factors at the extreme high end of costs or a number of factors at the medium level—both add up to total high costs for working families. The findings suggest the need for policies that address affordable housing location in concert with: affordable transportation, the location and creation of jobs.

MAKING DO: How working families in seven U.S. metropolitan areas trade off housing costs and commuting times / Cervero, Robert; Chapple, Karen; Landis, John; Wachs, Martin -- Berkeley, CA: University of California, Berkeley; Institute of Transportation Studies, 2006, 105 p.

Available full text via the World Wide Web:

<http://repositories.cdlib.org/cgi/viewcontent.cgi?article=1088&context=its>

This report explores how the tradeoffs of working families in seven major metropolitan regions (Atlanta, Chicago, Dallas–Ft. Worth, Los Angeles, New York City, the San Francisco Bay Area) differ from those of wealthier families. A series of descriptive statistics is presented comparing the housing and transportation choices confronting different types of working families in each of the seven case study metropolitan regions. The report considers the tradeoff issue through a residential location lens to examine the types of neighborhoods favored by working families and makes recommendations for public policy.

JOBS-HOUSING BALANCE RESOURCES

2006 – cont'd.

WHICH REDUCES VEHICLE TRAVEL MORE: Jobs-housing balance or retail-housing mixing? / Cervero, Robert; Duncan, Michael -- Chicago, IL: American Planning Association (APA), 16 p. (Journal article)

Journal of the American Planning Association – Vol. 72, No. 4 (Autumn 2006) p. 475 - 490

Available for purchase via the World Wide Web:

<http://www.informaworld.com/smpp/content~content=a787405762~db=all~order=page>

“Which land-use strategy yields greater reductions in vehicular travel: improving the proximity of jobs to housing or bringing retail and consumer services closer to residential areas? We probe this question by examining the degree to which job accessibility is associated with reduced work travel and how closely retail and service accessibility is correlated with miles and hours logged getting to shopping destinations. Based on data from the San Francisco Bay Area, we find that jobs-housing balance reduces travel more, by a substantial margin. The article discusses policy measures that have been introduced in California to bring housing, workplaces, and retail centers closer together.” - (p. 475)

2005

THE AHWAHNEE PRINCIPLES FOR RESOURCE-EFFICIENT COMMUNITIES AND LIVABLE COMMUNITIES / Calthorpe, Peter, et al. -- Sacramento, CA: Local

Government Commission, 2005, 4 p.

Available full text via the World Wide Web:

<http://www.lgc.org/ahwahnee/index.html>

“Existing patterns of urban and suburban development seriously impair our quality of life. The symptoms are: more congestion and air pollution resulting from our increased dependence on automobiles, the loss of precious open space, the need for costly improvements to roads and public services, the inequitable distribution of economic resources, and the loss of a sense of community. By drawing upon the best from the past and the present, we can plan communities that will more successfully serve the needs of those who live and work within them. Such planning should adhere to certain fundamental principles.”

THE EFFECTS OF URBAN SPATIAL STRUCTURE ON TRAVEL DEMAND IN THE UNITED STATES / Bento, Antonio M., et al. -- College Park, MD: University of Maryland, Department of Economics, 2005, 14 p. (Journal article)

The Review of Economics and Statistics – Vol. 87, No. 3 (August 2005) p. 466–478

Available full text via the World Wide Web:

<http://econ-server.umd.edu/~cropper/publications/jc52.pdf>

“We examine the effects of urban form and public transit supply on the commute mode choices and annual vehicle miles traveled (VMTs) of households living in 114 urban areas in 1990. The probability of driving to work is lower the higher are population centrality and rail miles supplied and the lower is road density. Population centrality, jobs-housing balance, city shape, and road density have a significant effect on annual household VMTs.” - (p. 466)

JOBS-HOUSING BALANCE RESOURCES

2005 – cont'd.

CALIFORNIA'S INTER-REGIONAL PARTNERSHIP PROGRAM: Jobs, housing, and mobility strategies / Wheaton, Linda, ed. -- Sacramento, CA: California Department of Housing and Community Development, 2005, 232 p.

Available full text via the World Wide Web:

<http://www.hcd.ca.gov/hpd/irp/irp112105.pdf>

"This report describes and evaluates the California Inter-Regional Partnership (IRP) Program as of 2004, and also includes a literature review of jobs-housing relationships. The purpose of the IRP Program was to 'encourage state land-use patterns that balance the location of employment-generating uses so that employment-related commuting is minimized,' and to provide a forum for some of the State's most impacted regions to deal collaboratively on issues regarding jobs, housing, and transportation. ... This report includes an overview of the IRP Program, evaluates issues relating to jobs-housing relationships, summarizes lessons from the IRP projects, and includes highlights of the summary reports of each of the eight IRPs funded by the program.... The report advises there is no 'one size fits all' prescription for these issues; it is necessary to evaluate each context to identify appropriate strategies. ..." (ps. ES-1, 18)

COMMUTING IMPACTS OF SPATIAL DECENTRALIZATION: A comparison of Atlanta and Boston / Yang, Jiawen -- Madison, WI: Mid-Continent Regional Science Association, 2005, 10 p. (Journal article)

Journal of Regional Analysis and Policy – Vol. 35, No. 1 (2005) p. 69-78

Available full text via the World Wide Web:

<http://www.jrap-journal.org/pastvolumes/2000/v35/35-1-6.pdf>

"The change in commuting time in the process of spatially decentralized development has generated debates on the commuting impacts of spatial decentralization. Using Atlanta and Boston as two sizable but contrasting regions, this research compares commuting and urban spatial structure across space and over time, and examines commuting length increase in relation to the simultaneous decentralization of employment and residence. The empirical results indicate that, while decentralized development is unavoidable in growing regions, alternative decentralization pathways can result in very different transportation outcomes. The relatively spatially constrained decentralization in Boston results in a shorter commuting time and distance compared to the much more sprawling Atlanta." - (p. 69)

JOB SPRAWL AND THE SPATIAL MISMATCH BETWEEN BLACKS AND JOBS /

Stoll, Michael A. -- Washington, DC: Brookings Institution, Metropolitan Policy Program, 2005, 15 p.

Available full text via the World Wide Web:

http://www.brookings.edu/~media/Files/rc/reports/2005/02metropolitanpolicy_stoll/20050214_job sprawl.pdf

"The confinement of black households to geographically isolated inner-city neighborhoods has been linked to relatively poor employment outcomes, among other factors.... The results strongly suggest that job sprawl exacerbates certain dimensions of racial inequality in America. By better linking job growth with existing residential patterns, policies to promote balanced metropolitan development could help narrow the spatial mismatch between blacks and jobs, and improve their employment outcomes over time."

JOBS-HOUSING BALANCE RESOURCES

2005 – cont'd.

MAKING CHOICES TO ACHIEVE A BETTER BALANCE OF JOBS AND HOUSING /

Camarillo, CA: Ventura County Community Foundation, 2005, 3 p. (Fact sheet)

Available full text via the World Wide Web:

<http://vccf.org/dlca/VCCASHO03.pdf>

“The jobs/housing balance is a measure that reflects the quality of our lives and our communities. It is a relationship with two moving pieces, both of which need attention if we are to achieve a vision of the County that is built on sustainable communities of people with diverse skills and talents, each able to participate fully in the County’s economy, community, and qualities of life.” - (p. 9)

STRENGTHENING OUR WORKFORCE AND OUR COMMUNITIES THROUGH HOUSING SOLUTIONS /

Joint Center for Housing Studies (JCHS) / Center for Workforce Preparation -- Cambridge, MA: JCHS, 2005, 54 p.

Available full text via the World Wide Web:

http://www.jchs.harvard.edu/publications/markets/wh05-1_workforce_housing_report.pdf

“Chambers of commerce can play an important role in addressing workforce housing needs. Indeed, many of them are doing so --particularly in communities in which high housing costs add to the cost of doing business. The initiatives undertaken by such chambers could benefit from the involvement of housing professionals. For their part, housing professionals could usefully solicit the involvement of the local business community, broadening the base of support for workforce housing initiatives.” - (p. 1)

2004

THE BEGINNING OF THE END OF SPRAWL? /

Hughes, James W.; Seneca, Joseph J. -- Brunswick, NJ: Edward J. Bloustein School of Planning and Public Policy, 2004, 24 p.

Available full text via the World Wide Web:

<http://policy.rutgers.edu/reports/rrr/rrrmay04.pdf>

“As the twenty-first century unfolds, does the Tri-State Region again stand at the leading edge of a third transformation—namely, the end of relentless suburbanization and dispersion? Is a post-suburban regional geography emerging? This report seeks to address these questions by examining changes in key spatial and economic barometers and discussing some of the causal factors behind this possible shift in fundamental growth patterns. Specifically, the report analyzes data on employment, population, income, and building permits over a 32-year period from 1969 to 2001....” - (p. 2)

INDEX OF SILICON VALLEY 2004: Measuring progress toward the goals of Silicon Valley 2010 /

Henton, Doug; Melville, John, et al. -- San Jose, CA: Joint Venture: Silicon Valley Network, Inc., 2004, 44 p.

Available full text via the World Wide Web:

<http://www.jointventure.org/PDF/2004index.pdf>

“We strive for balance between growth in jobs and housing. Why is this important? Our economy and community life depend on a broad range of jobs. Building housing that is affordable to lower- and moderate income households provides access to opportunity and maintains balance in our communities” - (p. 25). This report includes a section titled: ‘Special Analysis: Where the Jobs Are: Our Region’s Occupational Structure.’

JOBS-HOUSING BALANCE RESOURCES

2004 – cont'd.

BENEFITS OF CRA / LA SOCIAL EQUITY POLICIES / Burns, Patrick; Flaming, Daniel; Haydamack, Brent -- Los Angeles, CA: The Economic Roundtable, 2004, 54 p.

Available full text via the World Wide Web:

http://www.economicrt.org/pub/cra_report/CRA_Social_Benefits.pdf

"The mission of the Community Redevelopment Agency of Los Angeles (CRA/LA) is 'building communities with jobs and housing.' To implement this mission CRA/LA invests directly in its adopted redevelopment project areas, and other areas designated by the city, to improve the physical and economic environment, and thereby the lives of residents and workers, and to create a climate that attracts and sustains private investment. The social equity policies of CRA/LA are one means of leveraging private developer investments to bring substantial financial resources into some of the city's poorest communities. Added incrementally over the last two decades to reflect both the goals of city policy makers and enforce requirements attached to federal funds, the cumulative costs to developers and benefits to local communities are often unclear. This Economic Roundtable report estimates the benefits that accrue to individuals and their communities as a result of these CRA/LA social equity policies." - (p. 1)

BEST PERFORMING CITIES: Where America's jobs are created and sustained /

DeVol, Ross; Wallace, Lorna; Bedroussian, Armand; Ki, Junghoon -- Santa Monica, CA: Milken Institute, 2004 44 p.

Available full text via the World Wide Web:

http://www.milkeninstitute.org/pdf/best_performing_cities_2004.pdf

"The Milken Institute Best Performing Cities index ranks U.S. metropolitan areas based upon their economic performance and their ability to create, as well as keep, the greatest number of jobs in the nation. Metros with low business costs and a knowledge-based economy demonstrate that new jobs can be created in America and need not move offshore. This index enables businesses, industry associations, economic development agencies, investors, academics, governments and public policy groups, to assess and monitor recent metro performance. The Best Performing Cities index is outcomes-based. Its components measure job, wage and salary, and technology growth. It includes both five-year and one-year performance..." - (p. 1)

COMMUNITY BUILDING, COMMUNITY BRIDGING: Linking neighborhood improvement initiatives and the new regionalism in the San Francisco Bay Area /

Pastor, Manuel Jr., et al. -- Santa Cruz, CA: UC Santa Cruz - Center for Justice, Tolerance, and Community, 2004, 20 p.

Available full text via the World Wide Web:

http://cjtc.ucsc.edu/docs/r_Community_Building_Community_Bridging.pdf

"Comprehensive community initiatives have emerged that attempt to work across policy silos and integrate strategies in the realms of housing, employment, and health. Community organizing has resurfaced as a core element of neighborhood improvement, helping to strengthen social fabric and create new types of partnerships for underserved urban areas. Another key trend has been a growing interest in 'thinking and linking' to the region. Advocates increasingly argue that many problems affecting neighborhoods, including the departure of jobs, shortfalls in housing, and gaps in transportation, are influenced by regional decisions. While they do not suggest that everything can be solved at a regional level, they stress that the region is a ripe arena for action and that regional organizing can be a useful lever for affecting neighborhood outcomes." - (p. 2)

JOBS-HOUSING BALANCE RESOURCES

2004 – cont'd.

ECONOMIC/TRANSIT/MIXED USE STRATEGIES FOR HOUSING RICH

COMMUNITIES: Ventura County / Ventura, CA: Ventura County Resource Management Agency, Planning Division, 2004, 59 p.

Available full text via the World Wide Web:

<http://www.ventura.org/RMA/planning/pdf/studies/HsingRichCom.pdf>

“The goal of this work is to identify housing rich areas of Ventura County and to suggest economic strategies to bring these areas into balance by adding jobs. This program is part of a continuing effort to provide policy suggestions to improve the livability of our County as part of SCAG’s overall planning effort. Some regions of the County have been developed without a mix of land uses which create convenient trip ends for the residents. Citizens have to drive long distances for simple needs such as a gallon of milk, recreation or especially their jobs. This paper focuses on this disparity and measures it with the jobs/housing balance ratio while recommending strategies to bolster housing rich areas with more jobs. There are currently many economic development agencies and planning efforts ongoing. These are documented herein for recognition and reference and to encourage agencies to share successful policies.” - (p. 1)

****EMPLOYER-BASED HOMEOWNERSHIP PROGRAMS: A business case /** Brown, Amy, et al. / National Community Investment Fund -- Washington, DC: FannieMae Foundation, 2004, 18 p.

Available full text via the World Wide Web:

<http://content.knowledgeplex.org/kp2/cache/documents/56242.doc>

“In mid-2004, the Fannie Mae Foundation commissioned a group of case studies on employer-assisted homeownership programs across the country. All of these case studies focus on employer partnerships with housing counseling agencies, banks, credit unions, or community groups to provide comprehensive homeownership assistance. In addition to describing each program, the case studies examine the motivations of employers and housing agencies for implementing and continuing the program. Employer-based homeownership programs can be described as win-win-win.... ..Counseling agencies benefit by being able to reach a large number of clients in one place, reducing marketing and overhead costs. Finally, employees benefit by being able to afford their own homes.” - (p. 2)

JOB CREATION AND HOUSING CONSTRUCTION: Constraints on employment growth in metropolitan areas / Saks, Raven E. -- Cambridge, MA: Harvard University, Joint Center for Housing Studies, 2004, 55 p.

Available full text via the World Wide Web:

http://www.jchs.harvard.edu/publications/markets/w04-10_saks.pdf

“Specifically, an increase in labor demand will translate into less employment growth and higher wages in places where it is relatively difficult to build new houses. To identify metropolitan areas where the supply of housing is constrained, I assemble evidence on housing supply regulations from a variety of sources. In places with relatively few barriers to construction, an increase in housing demand leads to a large number of new housing units and only a moderate increase in housing prices. In contrast, for an equal demand shock, places with more regulation experience a 17 percent smaller expansion of the housing stock and almost double the increase in housing prices. Furthermore, I find that housing supply regulations have a significant effect on local labor market dynamics.” - (p. 4)

JOBS-HOUSING BALANCE RESOURCES

2004 – cont'd.

JOURNEY TO WORK: 2000, Census 2000 Brief / Reschovsky, Clara -- Washington, DC: US Department of Commerce, Economics and Statistics Administration, 2004, 16 p. Available full text via the World Wide Web:

<http://www.census.gov/prod/2004pubs/c2kbr-33.pdf>

"Among the 128.3 million workers in the United States in 2000, 76 percent drove alone to work. In addition, 12 percent carpooled, 4.7 percent used public transportation, 3.3 percent worked at home, 2.9 percent walked to work, and 1.2 percent used other means (including motorcycle or bicycle). This report, one of a series that presents population and housing data collected during Census 2000, provides information on the place-of-work and journey-to-work characteristics of workers 16 years and over who were employed and at work during the reference week. Data are shown for the United States, regions, states, counties, and metropolitan areas." - (p. 1)

NATIONAL COMMUNITY PREFERENCE SURVEY: 2004 / Belden Russonello & Stewart Research and Communications -- Washington, DC: Smart Growth America, October 2004, 21 p.

Available full text via the World Wide Web:

<http://www.smartgrowthamerica.org/documents/NAR-SGASurvey.pdf>

[This survey] "covers many opinions that Americans hold about where they live, where they would like to live, and the policies for getting there. The survey reveals three main points: 1) Americans favor smart growth communities with shorter commute times, sidewalks, and places to walk more than sprawling communities; 2) The length of their commute to work holds a dominant place in Americans' decisions about where to live. Americans place a high value on limiting their commute times and they are more likely to see improved public transportation and changing patterns of housing development as the solutions to longer commutes than increasing road capacities; and 3) Americans want government and business to be investing in existing communities before putting resources into newer communities farther out from cities and older suburbs. The public's priorities for development include more housing for people with moderate and low incomes and slowing the rate of development of open space." - (p. 1)

THE REAL JOBS-HOUSING MISMATCH: Stagnating wages and rising housing costs are threatening the stability of the rental housing market / Belsky, Eric; Calder, Allegra; Drew, Rachel -- Montclair, NJ: National Housing Institute (NHI), 2004, 8 p. (Journal article)

Shelterforce – Vol. 26, No. 4 (July / August 2004) p. 18-21

Available full text via the World Wide Web:

<http://www.nhi.org/online/issues/136/mismatch.html>

"There is a fundamental disconnect between the rate at which the incomes of low-income households are growing and the rate at which rents are escalating. For millions of renters, there is little hope of escape from shouldering heavy housing cost burdens (near record levels), living in crowded conditions (at record levels) or renting severely inadequate housing – for the simple reason that the economy mints millions of low-wage full- and part-time jobs that provide incomes too meager to cover the cost of modest rental housing." - (p. 18)

JOBS-HOUSING BALANCE RESOURCES

2004 – cont'd.

NEIGHBOURHOOD COMPOSITION AND RESIDENTIAL PRICES: Does exclusion raise or lower values? / Cervero, Robert; Duncan, Michael -- Philadelphia, PA: Taylor and Francis Ltd., 2004, 16 p. (Journal article)

Urban Studies – Vol. 41, No. 2 (February 2004) p. 299-315

Available for purchase via the World Wide Web:

<http://usj.sagepub.com/cgi/content/abstract/41/2/299>

“A logical inference from these findings is that building housing in areas with fairly diverse land uses and a good jobs-housing balance can indirectly improve the fiscal positions of local governments through the higher property tax proceeds that are generated from the resulting higher market (and assessed) values of residential parcels. To the degree that housing is built near rail transit stops, the property-tax benefits can be expected to be even greater.” - (p. 312)

STILL STUCK IN TRAFFIC: Coping with peak-hour traffic congestion / Downs, Anthony -- Washington, DC: Brookings Institution Press, 2004, 455 p. (Book)

Available for purchase via the World Wide Web:

<http://www.brookings.edu/press/books/stillstuckintraffic.htm>

“Congested roads waste commuters’ time, cost them money, and degrades the environment. Most Americans agree that traffic congestion is the major problem in their communities—and it only seems to be getting worse. In this revised and expanded edition of his landmark work *Stuck in Traffic*, Anthony Downs examines the benefits and costs of various anti-congestion strategies. Drawing on a significant body of research by transportation experts and land-use planners, he counters environmentalists and road lobbyists alike by explaining why seemingly simple solutions, such as expanding public transit or expanding roads, have unintended consequences that cancel out their apparent advantages.”

TAKING ACTION REGIONALLY: Background, recommendations and action steps for Santa Barbara County and Western Ventura County / Joste, John C. / Interactive Planning and Management, LLC -- Santa Barbara, CA: Santa Barbara County Association of Governments; The Inter-Regional Partnership for Jobs, Housing & Mobility, 2004, 109 p.

Available full text via the World Wide Web:

<http://www.sbcag.org/PDFs/publications/FinalReport081604-complete.pdf>

“This report provides a framework to identify, evaluate and recommend strategies to improve jobs and housing imbalances in the Ventura-Santa Barbara study area. The report suggests ways to collaborate at local, regional and state levels to encourage more housing choices in areas rich in jobs and job creation and location ways to take better advantage of local skills and human resources in areas rich in housing. Development that features a variety of housing opportunities closer to job centers and transportation infrastructure and job growth and business relocation/expansion closer to housing opportunities will yield shorter commutes and a higher quality of life for our residents and workforce. To accomplish this goal, policies and strategies must address the complex dynamics of the three sub-areas that comprise the region, and leverage the community values and strengths that are already present in these communities.” - (p. 2-3)

JOBS-HOUSING BALANCE RESOURCES

2003

****EMPLOYER-ASSISTED HOUSING: Improving the bottom line and unlocking doors to homeownership for your employees** / Washington, DC: Fannie Mae, 2003, 12 p.

Available full text via the World Wide Web:

<http://www.seacoastwhc.org/EAH-Fannie%20Mae.pdf>

“As employers search for ways to compete and succeed in today’s dynamic marketplace, Employer-Assisted Housing (EAH) is a benefit many are considering. EAH plans are gaining in popularity because they make a company or employer stand out from the crowd, enhance recruitment efforts, and can have a positive impact on the bottom line. With an EAH plan, employers can realize a financial gain for their company as they help their employees achieve the dream of homeownership. EAH benefits are simple to administer; low in cost to offer, and can help you recruit and retain valuable employees, thus creating a positive impact on your company’s bottom line. With an EAH plan, employers can realize a financial gain for their company as they help their employees achieve the dream of homeownership. EAH benefits are simple to administer, low in cost to offer, and can help you recruit and retain valuable employees....” - (p. 1)

JOBS-HOUSING BALANCE / Weitz, Jerry -- Chicago, IL: American Planning Association (APA), 2003, 47 p. (APA Planning Advisory Service; PAS No. 516)

Available full text via the World Wide Web:

<http://www.planning.org/pas/reports/subscribers/pdf/PAS516.pdf>

“Some have argued that the market is the mechanism that will achieve such balance. Weitz, in his research of four types of jobs-housing imbalance, concludes that, in fact, the market has failed to achieve balance in three of the four jobs-housing balance scenarios he lays out. He provides a number of case studies to support his findings, including one from King County, Washington, showing that increases in housing costs are more gradual in areas with a jobs-housing balance. This report counters the skeptics and points to those actions planners can take to help bring appropriate housing, jobs, and workforces together, resulting in overall community improvements.”

AS JOBS SPRAWL, WHITHER THE COMMUTE? / Crane, Randall; Chatman, Daniel G. -- Berkeley, CA: University of California, Berkeley; Transportation Center, 2003, 6 p. Access – No. 23 (Fall 2003) p. 14-19

Available full text via the World Wide Web:

<http://www.uctc.net/access/access23.pdf>

This article examines some of the hypotheses surrounding the argument over whether sprawl, the increasing distance between where people live and where they work, is causing commute times to rise, specifically looking at how sprawl is affecting travel behavior. Because of inadequacy of available data, authors warn their conclusions are tentative, but their analysis suggests that decentralized employment cuts the distance workers commute, though the time of the commute is not able to be calculated from the data available. Effects vary depending on which types of jobs are decentralized, which reflects the complex interplay of factors such as dual-worker households, the economics of travel and metropolitan dynamics. Data from California suggest that commute times have risen from 1990 to 2000, which can be explained by the phenomenon that rising incomes tend to be associated with longer commutes. Further research is needed on housing and job location decisions along with other elements.

JOBS-HOUSING BALANCE RESOURCES

2003 – cont'd.

GETTING TO SMART GROWTH II: 100 more policies for implementation / Frazier, Trent; Nelson, Kevin; Emerine, Dan, et al. -- Washington, DC: Smart Growth Network, 2003, 122 p.

Available full text via the World Wide Web:

<http://www.smartgrowth.org/pdf/gettosg2.pdf>

This publication “shows that a wide variety of smart growth tools, policies, and approaches are available to create more livable communities. Each community has its own unique set of challenges, and smart growth demands a flexible response. This volume offers a menu of options that can be mixed and matched to fit local circumstances, local visions, and local values....*Getting to Smart Growth II* presents all new policies....while it contains many actions for the public sector, it expands on our previous effort by also highlighting steps that the private sector can take to promote more livable communities. This volume....discusses individual programs (occasionally specific applications of broader ideas presented in the previous work) and emphasizes case studies to show where the various policies, programs, and projects have been successfully implemented.” - (p. I)

THE LONG JOURNEY TO WORK: A Federal transportation policy for working families / Blumenberg, Evelyn; Waller, Margy -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2003, 20 p. (Brookings Institution Series on Transportation Reform)

Available full text via the World Wide Web:

http://www.brookings.edu/~media/Files/rc/reports/2003/07transportation_waller/20030801_Waller.pdf

"To work, low-income adults need to get to work. However, traveling to jobs is frequently easier said than done, particularly for those without access to fast, reliable transportation. In almost every city, automobiles remain the fastest and most reliable way to get around. Moreover, the continuing decentralization of population and employment has exacerbated the isolation of many low-income families who lack reliable auto access. This brief examines the serious transportation challenges facing low-income workers as they seek employment and offers specific policy responses. Central to the argument is research evidence showing that improved transportation services can enhance economic outcomes, with the most compelling evidence centered on access to automobiles." - (p. 1)

MISSING THE BUS: How states fail to connect economic development with public transit / Khan, Mafruz; LeRoy, Greg -- Washington, DC: Good Jobs First, 2003, 42 p.

Available full text via the World Wide Web:

<http://www.goodjobsfirst.org/pdf/bus.pdf>

Good Jobs First released a 50-state study which finds that not one single state coordinates its economic development spending with public transportation. It also finds that 46 states fail to even collect data on subsidized corporate relocations and therefore cannot determine if their economic development incentives are undermining job access for low-wage workers. “Our findings are deeply troubling,” said Greg LeRoy, executive director of Good Jobs First. “They suggest that states are not really serious about making sure their economic development programs benefit all people, including low-wage workers who cannot afford a car. They also suggest a wasteful lack of coordination between state development and transportation agencies.”

JOBS-HOUSING BALANCE RESOURCES

2003 – cont'd.

SMART GROWTH IN THE SAN FRANCISCO BAY AREA: Effective local

approaches / Binger, Gary, et al. -- San Francisco, CA: San Francisco District Council of the Urban Land Institute, 2003, 100 p.

Available full text via the World Wide Web:

http://www.ulif.org/docManager/1000000351/Smart_Growth.pdf

"This report reviews recent smart growth practices that could have the greatest impact and potential for success in the Bay Area. It identifies common characteristics of key local techniques, and describes how they have already been used to promote more sustainable and livable communities in the Bay Area. Included are techniques that have a specific area focus, as well as those applicable at a community-wide and region-wide scale. The report is intended as a tool for local communities struggling with the challenges of housing provision and affordability, traffic congestion, community opposition to more sustainable growth patterns, preservation of critical open space, redevelopment of underused sites, infrastructure financing, and maintaining strong economies." - (p. 1)

TRAFFIC AND SPRAWL: Evidence from U.S. commuting from 1985-1997 / Crane, Randall; Chatman, Daniel G -- Los Angeles, CA: University of Southern California, 2003, 20 p. (Journal article)

Planning & Markets – Vol. 6, Issue 1 (September 2003) p. 14-22

Available full text via the World Wide Web:

<http://www-pam.usc.edu/volume6/v6i1a3s1.html>

"The consequences of sprawl for travel behavior remain unclear. Theory suggests at least two possible commuting outcomes. As jobs decentralize and central employment areas congest, workers might shorten their commutes in time and distance by relocating to the suburbs. Or, the average commute could grow if residential choice is relatively inelastic with respect to job location, amenity explanations for residential and job location dominate, or as dual-worker households in polycentric labor markets become the norm.We find that the more suburbanized is employment -- that is, the more sprawl -- the shorter the average commute. There are strong differences by industry, however, that may reflect a combination of industry agglomeration effects, differential job location stability by industry, and historical transitions" - (p. 14)

WORKERS AHEAD: THE BALANCE BETWEEN JOBS AND HOUSING IN

RIVERSIDE COUNTY / Riverside, CA: Western Riverside Council of Governments (WRCOG), 2003, 122 p.

Available full text via the World Wide Web:

<http://www.wrcog.cog.ca.us/downloads/WorkersAhead.pdf>

"That western Riverside County is growing at a frantic pace is a secret to no one....Yet even with a surge in jobs, commuters continue to move in masse each weekday morning to Los Angeles, Orange and San Diego counties, taxing the region's transportation infrastructure, exacerbating the region's air quality problems, and negatively impacting quality of life....The gist of the report is simple: while the subregion's geographic location provides a natural, 'bound to occur' extension for future housing and population growth, the surge in the area's economic expansion is also the result of a number of existing and emerging economic initiatives being undertaken by the private and public sectors alike. This report summarizes some-but certainly not all- of these initiatives." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2003 – cont'd.

TRANSPORTATION AND JOBS / Washington, DC: Surface Transportation Policy Project (STPP), 2003, 2 p. (Fact sheet)

Available full text via the World Wide Web:

<http://www.transact.org/library/factsheets/jobs.asp>

“Transportation policy has a strong, positive relationship with job creation and access. The transportation system should support job creation and grant all people access to good jobs. Unlike past transportation decisions that have focused on short-term solutions and have ignored large sections of the population, modern transportation investments must expand opportunities and improve quality of life.”

2002

HOUSING AFFORDABILITY & JOBS/HOUSING MATCH TECHNICAL APPENDIX /

Bay Area Economics (BAE) -- Oakland, CA: Association of Bay Area Governments (ABAG), 2002, 49 p.

Available full text via the World Wide Web:

<http://www.abag.ca.gov/planning/smartgrowth/AltsTechApp/Technical%20Appendix.PDF>

“The spatial mismatch between jobs and housing is a key driver of the existing development patterns in the Bay Area. Workers are often forced to commute long distances from areas with relatively inexpensive housing to areas with lower and moderate-wage jobs. This mismatch plays out across jurisdictional lines, and has negative consequences for both the environmental and economic sustainability of the entire Bay Area region. In the first round workshops, participants were asked to plan for a better match between new employment growth and new housing development. In decisions about where to apply specific place types, almost all workshop groups explicitly considered the need to plan for employment centers and housing developments in proximity to each other along major transit corridors. To examine how well each alternative might succeed in achieving an improved jobs housing match, BAE conducted a jobs/housing match analysis comparing estimated household incomes with the housing supply envisioned in the alternatives.” - (p. 1-2)

JOBS-HOUSING BALANCE: Community choices: quality growth toolkit / Atlanta Regional Commission (ARC) -- Atlanta, GA: ARC, 2002, 35 p.

Available full text via the World Wide Web:

http://www.atlantaregional.com/documents/JOBS_HOUSING_BALANCE_TOOL.pdf

“Trends show that people are driving more places at longer distances. Nationally, the number of vehicle trips between 1969 and 1990 increased more than three times as fast as the population, and average trip distance increased by 9 percent during the same period. Land use patterns – which have increased travel distances because of the separation of homes, jobs, and other destinations – accounted for approximately one-third of the increase in driving. Better planned, mixed-use communities with balances of jobs and housing can help reduce travel distances and thus help to limit the growth in trip lengths. These better planned communities can also provide additional benefits including potentially less time in commuting, reduced overall land developed to meet the needs of a growing population, and greater efficiency in the provision and use of public infrastructure and services.” - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2002 – cont'd.

THE CONTINUING DECENTRALIZATION OF PEOPLE AND JOBS IN THE UNITED STATES / An, Donghwan; Gordon, Peter; Richardson, Harry W. -- Los Angeles, CA:

University of Southern California, Lusk Center for Real Estate, 2002, 47 p.

Available full text via the World Wide Web:

http://www.usc.edu/schools/sppd/lusk/research/pdf/wp_2002-2.pdf

"The census of 2000 reported that since 1990 the U.S. population had grown by slightly more than 13 percent. Most of the nation's cities did not grow by this much, while most of their suburbs grew by as much or more. Of the largest 50 cities, only 13 exceeded national population growth (of the top 20, only four did). Predictably all of these were in the Sunbelt states....This report offers a fuller picture of how population and employment in the 3,132 counties of the U.S. are decentralizing." This report was presented at the 41st annual meeting of the Western Regional Science Association (Feb. 17-20, 2002).

2001

BRINGING HOUSING INTO BALANCE: East Bay Jobs/Housing Report / Alameda, CA: Economic Development Alliance for Business (EDAB), 2001, 16 p.

Available full text via the World Wide Web:

http://eastbayeda.org/research_facts_figures/Studies/JobsHousing/EDABFinalJobsHousingReport11-8-2001.pdf

"By any measure, the availability of housing has become a crisis throughout Alameda and Contra Costa Counties. Home ownership is out of reach for families of the median income....The 2000 Census data shows increases in the number of households in neighborhoods where there have been no appreciable increases in housing units. As workers employed in Alameda and Contra Costa Counties are forced by the costs of housing to move east to the Central Valley communities of Tracy, Manteca, and Stockton, commutes lengthen, traffic congestion increases, and air quality deteriorates. Creative solutions are needed to work toward resolving the multi-faceted issue of housing affordability. In response to this, EDAB established a Jobs/Housing Task Force to address these issues." - (p. 1)

GROWTH CHALLENGES FACING THE GOLDEN STATE: A series of informational meetings / Sacramento, CA: California State Assembly, 2001, 44 p.

Available full text via the World Wide Web:

http://www.assembly.ca.gov/sgc/SGbriefing_book.doc

"Two-thirds of Californians believe that population growth and development are a problem. With California expecting 12 million more residents in 20 years (equal to 13 San Joses, 28 Fresnos, or 86 Moreno Valleys), the state faces enormous challenges in accommodating this growth. *Growth Challenges in the Golden State* is a series of informational hearings on some of the most pressing land use challenges facing California. Policy committees that typically examine land use issues in a fragmented manner will have the opportunity at these hearings to jointly consider the cross-cutting issues associated with growth. This publication, developed by policy committee staff in both houses of the Legislature, provides an overview of California land use law and some of the more pressing land use issues facing the state." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2001 – cont'd.

JOB SPRAWL: Employment location in U.S. metropolitan areas / Glaeser, Edward L.; Kahn, Matthew; Chu, Chenghuan -- Washington, DC: Brookings Institution, Center on Urban & Metropolitan Policy, 2001, 8 p. (Brookings Institution Survey Series; May 2001)
Available full text via the World Wide Web:

<http://www.brook.edu/es/urban/publications/glaeserjobsprawl.pdf>

"People traditionally have lived close to one another to lower the costs of moving themselves, their goods, and their ideas. At the start of the last century, urban Americans lived and worked in city centers. Living and working at high densities enabled people to travel using only their feet and allowed firms to move goods using rail and water. As late as 1950, the typical city still had a high density core where most people worked, but a majority of these workers actually lived in the suburbs and commuted by car. As the costs of transport have fallen, people have been able to live-- and, increasingly, work-- a little less close to one another. The high-density walking city of 1900 has been replaced by the medium driving city of 2000." - (p. 1)

THE NEW ECONOMY AND JOBS/HOUSING BALANCE IN SOUTHERN CALIFORNIA / Armstrong, Michael; Sears, Brett -- Los Angeles, CA: Southern California Association of Governments (SCAG), 2001, 108 p.

Available full text via the World Wide Web:

<http://www.scag.ca.gov/Housing/pdfs/balancenomaps.pdf>

"To help alleviate problems associated with jobs/housing imbalance, policy makers can look to both conventional and New Economy mechanisms to spur housing development in job-rich areas, and well-paying job creation in housing-rich areas....There needs to be a two-pronged approach to addressing regional jobs/housing imbalance. Affordable housing is in desperate demand in northern Orange County and southern Los Angeles County. High paying jobs are needed particularly in the Inland Empire and other outlying areas where higher incomes are needed for workers to purchase the housing that is being constructed. Using a variety of conventional and innovative new strategies, policy makers can begin to address problems associated with regional jobs/housing imbalance." - (p. 10)

UNDERCOUNTING COMMUTERS: Report to the U.S. Census Monitoring Board / Ong, Paul; Ong, Elena SooHoo -- Suitland, MD: U.S. Census Monitoring Board, 2001, 70 p. (U.S. Census Monitoring Board; Report No. 07)

Available full text via the World Wide Web:

<http://govinfo.library.unt.edu/cmb/cmbp/downloads/report-022001-commuters.pdf>

"This report estimates the undercount of the number of commuters, and how the undercount varies by demographic, economic and geographic characteristics. The commute to work is key to the economy's productivity because it links Americans to the work site, transforming people from being a consumer at their place of residence to producers on the job. The commute to work has profound economic consequences. How workers get to their jobs plays a critical role in defining the extent of traffic congestion that wastes time and contributes to the level of air pollution that affects health. Persons without adequate access to private transportation can be isolated from employment opportunities. Having accurate statistics on the number of commuters and the way they travel to work is key to sound public policy, effective transportation plans, fair allocation of public resources, and the design of governmental programs." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2001 – cont'd.

HOUSING INCENTIVES TO PROMOTE INTER-REGIONAL JOBS/HOUSING

BALANCE / LeGates, Richard T. -- Oakland, CA: Association of Bay Area Governments (ABAG), 2001, 8 p.

Available full text via the World Wide Web:

http://www.abag.ca.gov/planning/interregional/pdf/housing_incentives.pdf

“There is a spatial imbalance of jobs and housing in the Inter-Regional Partnership (IRP) region. Many more jobs than housing units are located in Silicon Valley and other job-rich areas; many more housing units than jobs in areas like much of San Joaquin County. There is an extraordinary flow of commuters from San Joaquin and Stanislaus counties over the Altamont Pass to Bay Area job sites. The jobs/housing imbalance within the IRP region is projected to become much worse during the next twenty years unless existing development patterns change.” - (p. 2)

URBAN SUSTAINABILITY AS A FUNCTION OF COMPROMISES HOUSEHOLDS MAKE DECIDING WHERE AND HOW TO LIVE: Portland and Seattle compared /

Jarvis, Helen -- Philadelphia, PA: Taylor and Francis Ltd., 2001, 17 p. (Journal article)

Local Environment – Vol. 6, No. 3 (August 2001) p. 239-256

Available for purchase via the World Wide Web:

<http://www.informaworld.com/smpp/content~content=a713684929~db=all>

“Planners and policy makers in the UK and the USA widely believe that negative attendants of growth, such as congestion, pollution and sprawl, can be stemmed by mixed-use 'urban village' design solutions. It is assumed that concentrating jobs, housing, shops and schools within compact communities reduces individual recourse to energy-consuming movement. This paper critically examines this assumption. It draws on detailed observation of dual-earner household decisions concerning where and how to live, focusing on the two west-coast U.S. cities of Portland and Seattle.”

2000

EFFICIENT URBANIZATION: Economic performance and the shape of the

metropolis / Cervero, Robert. -- Cambridge, MA: Lincoln Institute of Land Policy, 2000, 40 p. (Lincoln Institute of Land Policy Working paper; WP00RC1)

Available for purchase via the World Wide Web:

<http://www.lincolnst.edu/pubs/pub-detail.asp?id=88>

“The influences of urban form and transportation infrastructure on economic performance show up in several contemporary policy debates, notably ‘sprawl versus compact city’ and in the developing world, the future of mega-cities. This paper probes these relationships using two scales of analysis. At the macro-scale, an econometric analysis using data across 47 U.S. metropolitan areas reveals that employment densities and urban primacy are positively associated with worker productivity, suggesting the presence of agglomeration economies....An intra-metropolitan analysis using data on sub-districts of the San Francisco Bay Area generally reinforce the findings of the macro-scale analysis. In the Bay Area, labor productivity appears to increase with size of labor-marketshed and high accessibility between residences and firms. Higher employment density and well-functioning infrastructure also positively contribute to economic performance.”

JOBS-HOUSING BALANCE RESOURCES

2000 – cont'd.

****EMPLOYER-ASSISTED HOUSING: Competitiveness through partnership / Pill,** Madeleine -- Cambridge, MA: Harvard University, Joint Center for Housing Studies, 2000, 76 p.

Available full text via the World Wide Web:

http://www.jchs.harvard.edu/publications/mpill_W00-8.pdf

"Housing is a crucial component of economic competitiveness. The growing spatial mismatch between where job growth is taking place and where people can afford to live creates costs for employers as the local labor pool contracts and employee turnover rises. Employers in declining areas have difficulties recruiting employees, and customers and may see a decline in their real-estate investments. Employers have a stake in extending housing affordability and creating housing opportunity while increasing the competitiveness of their businesses and the areas in which they are located. Employer-assisted housing (EAH) reflects recognition that employers cannot fully externalize the costs of their locating or operating in a tight market (perhaps a suburban location) or in a soft market (perhaps a distressed urban neighborhood) onto their employees or the public or nonprofit sectors." - (p. 1)

INTRAMETROPOLITAN LOCATIONAL PATTERNS OF PEOPLE AND JOBS: Which government interventions make a difference? / Bollinger, Christopher R.; Ihlanfeldt, Keith R. -- Cambridge, MA: Lincoln Institute of Land Policy, 2000, 44 p.

Available full text via the World Wide Web:

http://www.fsu.edu/~localgov/papers/archive/Bollinger_001.PDF

"State and local governments heavily intervene into urban land markets. There is growing interest in how these interventions affect the locations of people and jobs, because of concerns over urban sprawl and spatial mismatch between the locations of low-skilled workers and low-skilled jobs. Unfortunately, little evidence exists on these effects. This paper presents evidence on how a wide range of government interventions, as well as crime, alter the spatial distributions of population and employment within a metropolitan area. A unique panel database for census tracts within the Atlanta Region is used to estimate a dynamic adjustment model with fixed effects...."

LIVING ON THE TEETER-TOTTER: The balance between jobs & housing in King County / Seattle, WA: Washington Research Council, 2000, 14 p.

Available full text via the World Wide Web:

http://www.researchcouncil.org/publications_container/KingCoJobsHousingBal.pdf

"The Growth Management Act seeks to channel development to urban areas and reduce sprawl. Most development is to be confined within an urban growth boundary. To accomplish this, the Act increased the powers and obligations of urban counties to regulate land use. Vision 2020, the collection of strategies adopted by the Puget Sound Regional Council to manage growth, seeks to concentrate employment in a limited number of compact well-defined communities, framed and separated by open spaces.Housing affordability is a clearly stated goal of GMA. If housing is to be affordable, there must be an adequate supply of housing available near to the places where work is concentrated....This report examines the location of jobs and housing on a sub-county scale, and finds that recent growth of jobs and housing within King County has not been balanced: Seattle and the Eastside have added jobs much more rapidly than they have added housing." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

2000 – cont'd.

REGIONS THAT WORK: How cities and suburbs can grow together / Pastor Jr., Manuel; Dreier, Peter; Grigsby, J. Eugene; & Lopez-Garza, Marta -- Minneapolis, MN: University of Minnesota Press, 2000, 296 p. (Book)

Available for purchase via the World Wide Web:

http://www.upress.umn.edu/Books/P/pastor_regions.html

"The authors make a powerful case for emphasizing equity, arguing that metropolitan areas must reduce poverty in order to grow and that low-income individuals must make regional connections in order to escape poverty. A hard-hitting analysis of Los Angeles demonstrates that the roots of the unrest of 1992 lay in regional economic deterioration and that the recovery was slowed by insufficient attention to the poor."

1999

ASSEMBLY SELECT COMMITTEE ON JOBS-HOUSING BALANCE: Reports of informational hearings: March 25, 1999; May 21, 1999; June 11, 1999; October 8, 1999; and November 3, 1999 / Sacramento, CA: California State Legislature, 1999. (Government document)

Available: L500.J63 1999 no.1, 2, 3, 5, 6 *California State Library – Government Publications Section*

EMPLOYMENT ACCESS, RESIDENTIAL LOCATION AND HOMEOWNERSHIP /

Deng, Yongheng; Ross, Stephen L.; Wachter, Susan M -- Pittsburgh, PA: University of Pennsylvania - The Wharton School, Real Estate Center, 1999, 32 p.

Available full text via the World Wide Web:

http://www.usc.edu/schools/sppd/lusk/research/pdf/wp_1999_108.pdf

"This paper suggests that the spatial pattern of employment may influence residential location decisions, which in turn have a large influence on the decision to purchase one's residence. Specifically, this study estimates a tenure choice model using the 1985 Philadelphia sample of the American Housing Survey. The traditional tenure choice model yields two results: 1. being credit constrained has a larger effect on the likelihood of homeownership for minority households, 2. there is no statistically significant evidence that racial differences exist in the effect of family income on homeownership." - (p. 15)

IMPACTS OF URBAN FORM ON TRAVEL: A critical review / Crane, Randall --

Cambridge, MA: Lincoln Institute of Land Policy, 1999, 46 p.

Available full text via the World Wide Web:

<http://www.lincolnst.edu/pubs/PubDetail.aspx?pubid=62>

"What is the scope for using land use and urban design to reduce automobile travel? This paper reviews the recent literature on how the built environment may or may not influence travel behavior. It begins with a short summary of urban spatial theory and other conceptual frameworks explicitly linking urban structure to travel. This is followed by work that uses data on actual behavior to examine and then test several hypotheses. The paper summarizes these studies at the same time that it critically evaluates their data, methods, and conclusions. It concludes that while research on this important set of topics is improving in several respects, our current understanding of these relationships remains poor."

JOBS-HOUSING BALANCE RESOURCES

1999 – cont'd.

RIGHT HOME IN THE RIGHT PLACE AT THE RIGHT PRICE: California's regional and statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them / DeGiere, Gregory / California, Senate Office of Research. -- Sacramento, CA: Senate Publications, 1999, 74 p. (Senate Publications; Stock No.: 1001-S)

Available for purchase via the World Wide Web:

<http://www.sen.ca.gov/publications/subject/EMPLOY.txt>

[This report discusses] "California's regional and statewide challenges of housing availability, jobs-housing balance, and housing costs and some options to meet them.... using data developed by the Senate Demographics Office, [it] presents both original research and summaries of other recent studies detailing the nature and extent of the problems statewide and by region."

WORKING FAR FROM HOME: Transportation and welfare reform in the ten big states / Waller, Margy; Hughes, Mark Alan -- Washington, DC: Progressive Policy Institute, 1999, 17 p.

Available full text via the World Wide Web:

http://www.ppionline.org/documents/far_from_home.pdf

"The blind spot is cars. In most cases, the shortest distance between a poor person and a job is along a line driven in a car. Prosperity in America has always been strongly related to *mobility* and poor people work hard for *access* to opportunities. For both the rural and inner-city poor, access means being able to reach the prosperous suburbs of our booming metropolitan economies, and mobility means having the private automobile necessary for the trip. The most important response to the policy challenge of job access for those leaving welfare is the continued expanded use of cars by low-income workers. Across the country, state and local decision makers are inventing new programs to do just that and devising new ways that public funds can help." - (p. 1)

1998

BARRIERS TO WORK: The spatial divide between jobs and welfare recipients in the metropolitan area / Pugh, Margaret -- Washington, DC: Brookings Institution, 1998, 49 p.

Available full text via the World Wide Web:

<http://www.brook.edu/es/urban/mismatch.pdf>

"Officials at the federal, state, and local levels....are scrambling to solve spatial mismatch through transportation solutions, yet they lack solid information about what spatial mismatch is, why it occurs, and how best to remedy it through transportation. A review of empirical literature and practical work shows that not all metropolitan areas experience the same degree of spatial mismatch, and that policy solutions may vary from city to city. This discussion paper does three things. First, it proposes an index by which we could assess the degree of spatial mismatch and categorize metropolitan areas according to the severity of mismatch. Second, it performs a preliminary categorization of five cities to illustrate the varying degrees of mismatch found among metropolitan areas with large welfare populations. Third, it makes both short and long term recommendations for federal and state policies." - (p. 1)

JOBS-HOUSING BALANCE RESOURCES

1998 – cont'd.

LAND USE AND THE JOBS-HOUSING MISMATCH (THE “LOHWOT” CHALLENGE):

A working paper of the Inter-Regional Partnership (October 19, 1998) / Oakland, CA: Association of Bay Area Governments (ABAG), 1998, 7 p.

Available full text via the World Wide Web:

<http://www.abag.ca.gov/planning/interregional/pdf/jobshousing3.pdf>

The current distribution of jobs and housing in the five county IRP study area is markedly uneven. The result is increasing numbers of people who spend more time and energy commuting on already congested roads. This paper examines the problem and suggests a number of strategies designed to help the area cope with continued growth, lengthening commute times and related land use conflicts. LOHWOT (live over here, work over there) is a term for this problem of long commute times associated with living far from work. In the case of the IRP study area, jobs and housing mismatch issues are spread across the county and regional lines, complicating solutions.” - (p. 1)

RETHINKING ACCESSIBILITY AND JOBS-HOUSING BALANCE / Levine, Jonathan --

Chicago, IL: American Planning Association (APA), 1998, 17 p. (Journal article)

Journal of the American Planning Association – Vol. 64, No. 2 (Spring 1998) p. 133-149

Available for purchase via the World Wide Web:

<http://www.planning.org/japa/index.htm>

“Through estimation of a discrete choice model of residential location, this study argues that commute time remains a dominant determinant of residential location at the regional scale, and that provision of affordable housing near employment concentrations can influence residential location decisions for low-to-moderate-income, single-worker households. However, the significance of jobs-housing balance is not in reducing congestion; even when successful, such policies will have little impact on average travel speeds. Rather, the relaxation of suburban regulation that could lead to improved matches between home and workplace is seen as enhancing the range of households’ choices about residence and transportation.” - (p. 133)

1997

THE JOBS-HOUSING BALANCE AND URBAN COMMUTING / Peng, Zhong-Ren --

Philadelphia, PA: Taylor and Francis Ltd., 1997, 20 p. (Journal article)

Urban Studies – Vol. 34, No. 8 (July 1997) p. 1215-1235

Available for purchase via the World Wide Web:

<http://www.informaworld.com/smpp/content~content=a770602856~db=all>

“This paper applies geographical information system (GIS) techniques and a piecewise, non-linear model-spline functions-to analyse empirically the relationship between the jobs-housing ratio and urban commuting patterns in terms of vehicle miles travelled (VMT) and trip length. A dynamic buffering process in GIS is developed to measure the jobs-housing ratio within floating catchment areas of a 5-7 mile (8.05-11.27 km) radius as opposed to pre-defined and arbitrary jurisdictional boundaries. This study found a non-linear relationship between the jobs-housing ratio and VMT and trip length in the Portland, Oregon, metropolitan area....Consequently, hardly any land use policy changes could affect the jobs-housing ratio enough to produce a significant change in VMT per capita, and jobs-housing policy will have limited impact on VMT at the regional level.”

JOBS-HOUSING BALANCE RESOURCES

1997 – cont'd.

JOBS-HOUSING BALANCE, SELF-CONTAINMENT, AND COMMUTING: Evidence from the San Francisco Bay Area, 1980-1990 / Wu, Kang-Li; Cervero, Robert --

Berkeley, CA: University of California at Berkeley, Institute of Urban and Regional Development, 1997. 32 p. (Working Paper No. 690)

Available for purchase via the World Wide Web:

http://iurd.berkeley.edu/catalog/Working_Paper_Titles/Jobs_Housing_Balance_Self_Containment_and_Commuting_Evidence

"The debate over jobs-housing balance as public policy turns on the question of whether market forces, left unobstructed, effectively work to allow people and firms to co-locate so as to reduce imbalances. This paper tests the co-location hypotheses by examining changes in ratios of jobs to employed residents in 23 Bay Area cities during the 1980s."

MOVING UP VERSUS MOVING OUT: Neighborhood effects in housing mobility programs / de Souza Briggs, Xavier -- Washington, DC: Fannie Mae Foundation, 1997, 40 p. (Journal article)

Housing Policy Debate – Vol. 8, No. 1 (1997) p. 195-234

Available full text via the World Wide Web:

[http://www.mi.vt.edu/data/files/hpd%208\(1\)/hpd%208\(1\)%20briggs.pdf](http://www.mi.vt.edu/data/files/hpd%208(1)/hpd%208(1)%20briggs.pdf)

"This article suggests ways to better design, conduct, and interpret evaluations of the effects of housing mobility programs on participants, with emphasis on how to isolate neighborhood effects. It reviews earlier critiques of neighborhood effects research and discusses the key assumptions of housing mobility programs about the benefits of affluent neighbors, the spatial organization of opportunity for the urban poor, and the meanings of 'neighborhood' to residents, researchers, and policy makers. Studying mobility contexts, especially in suburban areas, offers special challenges to researchers. More research is needed that looks at residents' social ties and uses mixed-method approaches." - (p. 195)

1996

JOBS-HOUSING BALANCE REVISITED: Trends and impacts in the San Francisco Bay Area / Cervero, Robert -- Chicago, IL: American Planning Association (APA), 1996, 20 p. (Journal article)

Journal of the American Planning Association – Vol. 62, No. 4 (Autumn 1996) p. 492-511

Available for purchase via the World Wide Web:

<http://www.planning.org/japa/index.htm>

"Regions in California have recently set jobs-housing balance targets, to relieve traffic congestion and improve air quality. Critics of such targets charge that many factors prevent people from living near their workplaces, and that market forces, left unobstructed, work to produce balance – that is, people and firms co-locate to reduce imbalances. This article examines changes in the ratio of jobs to employed residents in 23 large San Francisco Bay Area cities during the 1980s....Restricted housing production, especially in fast-growing cities, has in many instances raised housing prices, displacing workers and increasing average commute distances. Eliminating barriers to residential mobility and housing production would allow more housing and jobs to co-locate in the future." - (p. 452)

JOBS-HOUSING BALANCE RESOURCES

1995

A MOBILE STRATEGY FOR IMPROVING OPPORTUNITY / Hughes, Mark Alan -- Washington, DC: Fannie Mae Foundation, 1995, 28 p. (Journal article)

Housing Policy Debate – Vol. 6, No. 1 (1995) p. 271-297

Available full text via the World Wide Web:

[http://www.mi.vt.edu/data/files/hpd%206\(1\)/hpd%206\(1\)%20hughes.pdf](http://www.mi.vt.edu/data/files/hpd%206(1)/hpd%206(1)%20hughes.pdf)

“Poverty is concentrated in once-central cities, while employment continues to deconcentrate to the suburbs....The three main strategies for confronting inner-city poverty are dispersal, development, and mobility. These strategies are discussed and compared, with particular emphasis on the mobility approach. The article argues that the mobility approach - which connects poor inner-city residents to suburban employment opportunities without changing the location of households or firms – is the most promising near-term strategy for combating urban poverty.” - (p. 271)

1994

ANALYSIS OF RELATIONSHIPS BETWEEN URBAN FORM (DENSITY, MIX, AND JOBS - HOUSING BALANCE) AND TRAVEL BEHAVIOR (MODE CHOICE, TRIP GENERATION, TRIP LENGTH, AND TRAVEL TIME) / Frank, Lawrence D -- Olympia, WA: Washington State Dept. of Transportation, 994, 275 p.

Available full text via the World Wide Web:

<http://www.wsdot.wa.gov/research/reports/fullreports/351.2.pdf>

“This project is part of a research agenda to discover ways to plan and implement urban forms that reduce dependence on the single occupancy vehicle (SOV). The purpose of this project was to empirically test the relationship between land use density, mix, jobs-housing balance, and travel behavior at the census tract level for two trip purposes: work and shopping. This project provides input into policies at the national, state, and local level targeted at the reduction of SOV travel and for urban form policies.”

1992

IS JOBS-HOUSING BALANCE: A transportation issue? / Giuliano, Genevieve -- Berkeley, CA: University of California Transportation Center, 1992, 11 p. (Reprint)

Available full text via the World Wide Web:

<http://www.uctc.net/papers/133.pdf>

“Jobs-housing balance has become a major planning and public policy issue. Despite its popularity and apparent acceptance among public policy makers as a solution for traffic congestion and air pollution problems, there is little consensus on what jobs-housing balance means and little evidence that a jobs-housing balance policy would have any significant effect on these problems. The jobs-housing balance policy is premised on the idea that job and housing location choices are closely linked, and that policy intervention is required to achieve a balance of housing and jobs. Existing evidence suggests that the relationship between where people choose to live and work is complex, and may have little to do with job access considerations. Further, patterns of urban growth and travel indicate that balancing occurs as part of the urban development process.”

JOBS-HOUSING BALANCE RESOURCES

1992 – cont'd.

STUCK IN TRAFFIC: Coping with peak-hour traffic congestion / Downs, Anthony -- Cambridge, MA: Lincoln Institute of Land Policy, 1992, 210 p. (Book)

Available for purchase via the World Wide Web:

<http://www.brookings.edu/press/Books/1992/stuck.aspx>

In this book, the author “looks at the causes of worsening traffic congestion, especially in suburban areas, and considers the possible remedies. He analyzes the specific advantages and disadvantages of every major strategy that has been proposed to reduce congestion....he focuses on two central issues: the relationships between land-use and traffic flow in rapidly growing areas, and whether local policies can effectively reduce congestion or if more regional approaches are necessary. In rapidly growing parts of the country, congestion is worse than it was five or ten years ago...Neither government officials nor citizens seem willing to consider changing the behavior and public policies that cause congestion. To alleviate the problem, both groups must be prepared to make these fundamental changes.”

1991

JOBS / HOUSING BALANCE AS PUBLIC POLICY / Cervero, Robert -- Washington, DC: Urban Land Institute, 1991, 5 p. (Journal article)

Urban Land – Vol. 50, No. 10 (October 1991) p. 10-14

Available for purchase via the World Wide Web:

<http://www.uli.org/ResearchAndPublications/Magazines/UrbanLand/Past%20Issues.aspx>

“Many urbanized regions around the United States suffer a jobs/housing imbalance, a geographic mismatch in the location of jobs and housing that is forcing growing numbers of workers to commute long distances. Much of the blame lies in the shortage of affordable housing near new job centers. Perhaps nowhere is this more evident than in California.” - (p. 10)



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Library and Courts Building, 914 Capital Mall, Rm. 300
Sacramento, CA 95814 - (916) 654-0261
<http://www.library.ca.gov/>*

*California State Library - Government Documents
Library and Courts Building, 914 Capital Mall, Rm. 304
Sacramento, CA 95814 - (916) 654-0069
<http://www.library.ca.gov/>*

*UC Berkeley - Environmental Design Library
Moffitt Library, 5th floor, UC Berkeley, 94720
(510) 642-4818; envi@library.berkeley.edu*

*UC Berkeley - Institute of Government Studies
Library, 109 Moses, UC Berkeley, 94720
(510) 642-1472; <http://www.lib.berkeley.edu/>*

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